

# THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

## On-Line Safety Reporting

The new on-line safety reporting system is up and running. For those who do not know about it, you can find [Safety Form 78](#) on the left side of your eServices page. This system allows any CAP member to report mishaps on-line (Wow, what a great idea!). When a mishap is reported, the commanders and safety officers in that chain of command are sent an e-mail telling them that a mishap has been reported by your wing and they can look at the CAPF 78 on-line. The end result is that safety officers and commanders are better informed about mishaps within their area of responsibility. The system also notifies me, CAP-USAF Safety and the NHQ Safety Administrator.

In addition, there is a new policy that requires all mishaps be reported. This will allow us to have a better database for evaluating how safely we do business. It also effectively does away with the local unit safety log.

What does this all mean to you? It means that the CAP leadership is reading every mishap report; and 52 wings having

occasional mishaps results in a lot of reports. Imagine if you got an e-mail every time there was a mishap in CAP.

We have seen a rash of reports just this last week. We are getting out for the summer and our operations tempo is increasing. When we go in the "Mission" mode, we are somehow more focused and there are fewer mishaps. When we train, we tend to have a few more dings and bumps. So let's train like we are on a mission.

To paraphrase an old TV show, let's be careful out there. Those two guys at NHQ are not getting any younger and have a lot of other responsibilities in their attempt to support you, the member. I would like to see them spend less time reading mishap reports and spend more time watching NHQ personnel in an effort to make sure they have a safe operation. Also, fewer reports mean less mishaps and that makes the Generals think I am doing a good job.

Col John Tilton, CAP/SE

## The Facts...Just the Facts

Reviewing the new on-line safety reporting system has demonstrated that we need to be a little more aggressive in describing mishaps when we report them. In order to learn from each mishap, the account (description) of the mishap needs

to present a picture of what led up to the mishap as well as the mishap itself.

A recent CAPF 78 is an example. The account of the mishap said "Hurt foot." This could be anything from a broken foot to a scratch. A phone call to the member



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reporting the mishap revealed that the account should have read, "Cadet was participating in a mile run when she stepped on a curb along the mile course

and twisted her ankle. Ace bandage applied by CAP EMT member. No further treatment required.

Gerry Rosenzweig, Executive Support Mgr

### When I'm 64 (or more)

Many of us would remember the Beatles song "When I'm 64" and when it was a big hit we most likely thought that 64 was really old. Well, now that I'm 11 years from that point it doesn't seem as old as I once thought. In fact don't they now say 50 is the new 40 etcetera, etcetera?

No matter what age you are, it is being safety aware to understand how the aging process affects you. Let's take a look at some of the functions that degrade after age 40, which is 10 years below the average age for CAP senior members.

- Hearing
- Selective Listening
- Divided Attention
- Speech Intelligibility
- Eyes
- Reaction Time Slower
- Eye/Hand coordination

Information provided by David Curry, PH.D and John Meyer, PH.D of Packer Engineering, a multi-disciplinary consulting and technical services company.

As age increases so does the effect these functions have on your performance. As long as you are honest with yourself and can manage these physical changes and safety should not be compromised. However, being honest with ourselves is not always what we tend to do, so listening to those around us about how well we perform our activities should be carefully understood.

Dr. Curry and Dr. Meyer also did a study on accidents versus age and experience. What they found in their study was:

- 1) Accident rates for private pilots aged 55-

59 is twice that of those aged 20-24.

- 2) Accident rates for ATPs aged 55-59 is  $\frac{1}{3}$  of that of 20-24 year old ATPs.
- 3) The number of recent flight hours is far more critical than age of the pilot.
- 4) Pilots with greater than 2,000 hours total time and 700 hours recent time, decrease their accident rate with age.

What is interesting about this study is it shows how currency and training play a major part in reducing accident rates. It also shows how an older pilot may overcome physical limitations by maintaining their flight experience/currency. As we have preached before in the *Sentinel*, a disciplined flight training regimen on an annual basis will help to keep your aviation skills sharp.

Aging doesn't only affect pilots but all of us in any daily activity. Understanding your limitations will help you as we grow older. In upcoming Sentinels I will write about specific physical challenges such as eyes, performance issues, reaction time, and degradation of multi task performance. The more you are educated and aware of how aging can affect you one can understand the challenges to operate a vehicle or airplane safely.

Age related loss of capabilities begins earlier than is realized by most people. Onset is gradual and often the changes are not perceived except in retrospect. Loss of capability is often not detectable by the individual until they are forcibly reminded such as when an accident occurs and our job is to prevent that from happening to you.

Maj Larry Mattiello

## A Heartfelt Note from a Safety Officer

I have had the distinct pleasure (?) of hearing the same thing, no matter where I go in the Wing lately. Someone, usually a cadet, says, "Oh no the SAFETY OFFICER is here!" They've either met me at Summer Encampment, in my own squadron or group, or at some other activity where I've filled the role of Safety Officer. While they probably didn't mean it as a compliment, I always take it as one. Why? Because it means that I'm doing my job. It means that what I've said and done has gotten through to that person. Which is never a bad thing when you're talking about safety.

Why do safety officers worry so much? Because we care. I care about every cadet and senior in this organization and I'm sure that most, if not all, safety officers feel the same way. Our job to make sure that every member goes home after a meeting or activity in at least as good a condition as when they arrived. Maybe a little more tired, but definitely not injured or ill due to any of the activities they were engaged in.

Our job as safety officers is not only to be certain that all regulations regarding the safety of members are followed, but also to "fill in the gaps." No regulation

can cover the myriad of situations that come up. When we ask for a complete schedule before an activity, we review it for hazards. What you may consider a "safe" activity could be one that we've seen before – and have seen someone get injured doing it. Quite a few of us are not only safety experts in CAP, but in our professional life as well. And we all know that the best way to control accidents is to prevent them. That doesn't necessarily mean canceling an event altogether, but it may mean making changes to minimize the risks and hazards associated with the activity. That's what Operational Risk Management (ORM) is all about.

So please, the next time you are asked by the Safety Officer for details about an activity, no matter how safe you think it might be, don't be offended. We're not trying to ruin your activity, minimize the experience, or take the fun out of things. We're doing our job. After all, YOU (and those who care about you) are the ones who benefit from our work and experience. The injury we prevented could have been yours.

Capt Karen M. Tones, IL-240/SE

## Summary of CAPFs 78 Received at NHQ CAP for April 2007

### **Aircraft**

Glider tow hook and mechanism damage.  
Prop strike.

Aircraft pushed into hangar damaged copilot's elevator.

Rudder damage caused by utility trailer impact.

Hit chain link fence during taxi, horizontal stabilizer broken.

Tail struck ground and tore the tie-down ring out.

Pushing aircraft into hangar, left aileron

struck the edge of the hangar door.

Unattended aircraft, tied down, appears that a vehicle struck the outside edge of the left elevator.

Flight experienced complete electrical system failure.

### **Vehicle**

CAP vehicle damaged when civilian vehicle failed to yield right-of-way.

### **Bodily Injury**

Cad fell and twisted knee.

Cad received 1 1/2 inch laceration on hand.

## National Safety Water Program

With Summer upon us water sports such as swimming and boating become a favorite pass time to keep cool. As with everything else you do, water safety should be on your mind. The following tips come from the US Army Corps of Engineers and can be found at: [watersafety.usace.army.mil/safetytips.htm](http://watersafety.usace.army.mil/safetytips.htm)

Some of the National Water Safety tips for boating include knowing your boat and the rules of the road. It is also wise to take a safe boating course which emphasizes such things as:

- 1) Checking your boat for all required safety equipment
- 2) Considering the size of your boat and the number of passengers and equipment that will be on board. Don't over load the boat.
- 3) If you will be in a power boat, checking the electrical and fuel systems.
- 4) Following the manufacturer's suggested procedure before starting the engine.
- 5) Wearing your life jackets.

- 6) Leaving the alcohol behind. This is a BIG reason for many boat accidents!
- 7) Checking the weather forecast.
- 8) Filing a float plan with a member of your family or friend.

Most drowning victims had no intention of being in the water and, since most people drown within 10 to 30 feet of safety, it is important that you and your family learn to swim. Never rely on toys such as inner tubes and water wings to stay afloat. Each year approximately 6,000 people drown in the United States. Drowning is the second leading cause of accidental death for persons 15 to 44 years of age. Other tips to enjoy swimming include:

- 1) Don't take chances by over estimating your swimming skills.
- 2) Swim only in designated swimming areas.
- 3) Never swim alone.

Work to increase your safety not your risk! Enjoy your summer activities and always remember safety first.

Maj Larry Mattiello